

The Coyotelog

AF Outstanding Unit - 2000, 1985, 1979



The Monthly Newsletter of the 190th Air Refueling Wing

Vol. 46, No. 6 March 2004

190 ARW to get state of the art ramp

By Tech Sgt Greg Burnetta
190th Public Affairs

Forbes Field is scheduled to receive a complete aircraft ramp make-over beginning March 1, 2004. The anticipated completion date is December 2004.

We are in the process of replacing a ramp that was built in 1955; 50 years ago, said Lt. Col. Craig Hansen, 190th Air Refueling Wing Civil Engineer.

Hansen said 190th ARW commander, Col. Gregg Burden, personally selected Senior Master Sgt. Doug Copeland to be the Maintenance Group's coordinator for this project.

He's been involved since the beginning, said Hansen. "That includes everything from the design of the project to the selection of the general contractor," he said.

Koss Construction Company, a local Topeka area organization, was selected to be the general contractor. It was selected by way of the "best value" selection process, he said.

Hansen said that he was pleased that the 190th was able to make this selection based upon the best value process, rather than just having to go with the low bid.

Hansen credited the ability to make the best value selection to Mr.

Tom Coleman, contracting officer for the United States Property Fiscal Office in Topeka.

We were able to pick a company we know has both a track record of doing high quality work and of getting jobs done on time and within budget, he said.

Hansen is pleased that this local general contractor already has an established, good working relationship with other Topeka area subcontractors who will be employed for this project.

Hansen said this ramp would be constructed with state of the art technology, the kind of which didn't exist 50 years ago.

Our existing ramp is 18 inches thick, built on a clay soil base. The 18-inch thickness is what was counted on to maintain durability, said Hansen.

190th Ramp to undergo 30-year upgrade

That durability has deteriorated over the years, due to a great extent from the freezing/thawing cycle the soil under the ramp has gone through over the years.

New technology is designed to defeat that type of damage caused by the moisture created by the freeze/thaw cycles.

That technology will require a lesser thickness of cement – 15 inches, and will be built on cement treated drainable base, said Hansen. There will be underground drainage pipes specifically designed to move moisture away from under the ramp.

Current technology has also identified what type of rocks, and exactly what size rocks are most durable for use in the new ramps base layer, said Hansen. "We use

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Cultivating a sense of Responsibility

By Lt. Col Jeffrey R. Hedges

127th Weather Flight Commander

A talk I gave to my unit members recently concerned the topic of responsibility. Some may see this as an over-used subject, but I feel that it is one that needs to be addressed from time to time. Too often, responsibility is "transferred" to someone or something else. "It's not my fault!" While you may be able to fool yourself, it will not change the outcome.

So what caused this rant?

Actually two things. I was reading a newspaper article about how my home state (Idaho) suffered, in 2003, the highest traffic fatality rate in 20 years. The article went on to list possible causes. Blame was put on the dangerous mountain roads. Another factor was highway construction not keeping up with the population growth. Have you been to Idaho? It is a beautiful state, with vast regions of unspoiled wilderness. In other words, few people. I have yet to see anything that resembles traffic congestion. One more factor was mentioned, but only in a marginalized sense. It seems that two-thirds of the "victims" were not wearing seat belts.

But that couldn't possibly be a factor, could it? IT WAS THE ROAD'S FAULT!

The excuses for not wearing seat belts range from the weak to the bizarre. One can make all the justification in the world, but one nagging fact remains. You cannot rationalize your way out of a body bag. One of my favorite rationalizations is; "It's my own business. If I get killed, it's my problem." Is it? Will you leave a family behind? What if you don't die? Imagine life severely disabled. What if medical costs exceed the insurance pre-

miums you have paid? The other policy holders get the "privilege" of sharing your costs. In the military, seat belt use is mandated. The military views this as protecting an asset that will take substantial time and money to replace. Is a mandate really necessary, or could one figure this out with about 2 seconds of logical thought.

Responsibility...

The second item came from a TV news magazine. It was a story about 4 people, and a night of bar hopping. Already know the outcome? Not so fast. They did it right. They had a designated driver. A great idea, but in the end, one of the four was killed and the rest seriously injured. What went wrong? There was another vehicle. This one operated by drunk driver who hit the designated driver's vehicle in an intersection at 70+ mph. The drunk driver was with friends for a night of bar hopping. They dropped him off at his vehicle. He decided to drive drunk. His friends let him. One person dead. The other three survived, but faced medical bills far above what insurance would cover. In one case more than \$300,000. The drunk driver survived, and will go to jail. He will carry the consequences of that decision for the rest of his life. One life ended, four others destroyed. Where was the failure?

Responsibility...

I once had a wise commander who announced at his first commander's call that he did not believe in the philosophy that "everyone is entitled to one mistake." Oh great. This guy is going to be a real tyrant. He went on to explain that no one can make only one mistake, and that he makes mistakes all the time. Sigh of relief. He then became very

serious and clarified that; "there is a difference between a mistake and a crime." Mistakes were inadvertent oversights. Misfiling a document, leaving a light on overnight, setting your alarm clock for 6 pm rather than 6 am, etc, are mistakes. Wilfully doing what you know is wrong...is a crime. Stealing, cheating, defrauding, getting behind the wheel of a vehicle while intoxicated, etc...are crimes. No one is entitled to one of these. His point was clear. If you do a crime, it will be nobody's fault but your own...and there will be no mercy. He was putting us on notice: "Be responsible". The message took.

What is the point of this rant?

One of my responsibilities as a commander is to cultivate a sense of responsibility in the people in my charge. I am a student of catastrophe. I study the causes of catastrophic events. It is amazing to see how often seemingly minor actions can cascade into a disaster. A bad decision by one person can negatively impact dozens, hundreds, or even millions of others. I use these experiences to teach others, but I am my most important student. I have made irresponsible choices over the years. I have been lucky. Now I take a brief moment to look at the possible consequences of a choice. Perhaps there are people living their lives today because I chose not to do something stupid.

When you hear that little voice in your head that says; "Don't do it," that may be all that stops you from making a decision that may lead you down the path of destruction. You have choices to make. Choose wisely. You can influence the future, but you cannot change the past.

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smaller rocks than what were used 50 years ago."

"They were larger, and more susceptible to breakage," he said.

The project also includes new aircraft parking ramp lighting and a new, hydrant pit drainage system.

The new lights will be mounted on 120-foot high poles. That is double the height of the current poles, and will result in more light reaching longer distances out from the poles.

That longer reaching light will enhance both safety and security in that area.

The 190th security forces will be able to control the lighting by manually adjusting the lights from full power, to half power, to completely

turning them off if they need to as a countermeasure to any particular threat which may arise, said Hansen.

These light poles are designed to lower the lighting unit to ground level for maintenance such as changing the light bulbs, or cleaning the lenses.

The hydrant pit drainage system will be constructed to operate automatically saving numerous man-hours because it will no longer be necessary to manually pump out the fuel hydrant pits following a rainstorm.

It currently takes about half a day to manually pump out the current fuel pits following a heavy rainstorm, said Hansen.

Civil Engineering has worked out a phased construction schedule to

insure all aspects of refueling and aircraft maintenance continue with minimal disruption throughout this project.

The phased schedule planning involves several aspects such as the temporary use of the south end of the airfield as a parking ramp, and the borrowing of additional refueling trucks (from other units) to service those aircraft at the south end.

Hansen said logistics have been worked out to keep our planes flying, scheduled hanger times and to keep the flight line free from construction debris throughout the duration of this project.

It's important for our unit to be able to maintain its mission, he said.

Social Actions / EEO

Dangers of illegal drug use

By Capt. Brian Riniker

190th EEO

Our unit has had three positive tests for illegal substances in the last 8 months. This is far greater than our normal rate. Thus, it is a serious concern for our unit. Needless to say, these individuals are no longer working with the Air Guard. Though they worked for different squadrons, with different missions, they had jobs that could have affected many lives. They put themselves, the unit, their career, their families and themselves at risk in order to get high.

I would like to take this opportunity to remind us of some of the dangers of illegal drug usage. Illegal drugs are, of course, taken for one of two reasons, to get high or to feed an addiction. For unit members that may be thinking of experimenting with a drug in order to get "high" I would like to remind them of the possible consequences. If one tests positive, that person is out of the military, of-

ten with a discharge that is not favorable to future employment. They may be forced to repay some of the military benefits and bonuses received. A person may also face courts-martial and correctional custody. In addition, there is the risk of being arrested in the civilian world for possession or dealing.

On the physical side, drugs mess up the delicate chemistry in the brain and can have some serious affects on the body. Emergency rooms and Psychology wards do a tragic, but often booming, business with drug related illnesses. Not to mention the quality of the substances is often erratic (at best) and the crowd that one drifts to is often detrimental to ones life. One of the worst effects, outside of overdose, is addiction. To an addict, the stopping of the drug hurts and the only way to avoid the pain or loss is to re-medicate with the drug. The high ceases to become the object of use and "self medication" becomes the focus. A

person feeding their addiction needs to get help. It is rare for addicts to break free of the addiction by themselves. They often need professional help and they, themselves, must desire to be free of the drug.

One last point, it may take several weeks for drugs to leave a persons bodily systems. Marijuana (THC) stays in a body for the longest amount of time. Everyone is vulnerable to drug testing on any day they pull military duty. Sometimes we test on Saturday, sometimes Sunday, sometimes both and sometimes in the middle of the month. One can be tested during the UTA, AT, TDY and while in Schools. Commanders may have an individual tested if they suspect them of drug usage. Some career fields require testing. So please remember that illegal drug usage, is dangerous for ones life and career. So if tempted; just don't do it. The price that is paid is too high.

We are living in an amazing world

By Lt. Col David Olsen

190th ARW Chaplain

We live in an amazing world where we have small robots on Mars sending startling photographs of the Martian landscape, a man suffers an iron rod thrust through his head and survives and a robotic vacuum cleaner can roam over your floor at home, under chairs and around corners and vacuum up all the dirt while you eat pop corn watching your favorite movie. Amazing!

Yet we also are living more stressful lives then every before. Thousands of people are without jobs and can't pay their bills, budget cutbacks are causing college tuition to go up and students can't afford to go to college. National Guardsmen are being sent to foreign countries for long periods of time causing the divorce rate to skyrocket, further loss of jobs, injuries and death. Just the worry of any of these possibilities can cause anxiety and paralysis.

In the midst of our confusion and stressed out lives the word of God comes to us and says, "Peace be with you." "Do not be afraid, for I am with you; don't be dismayed, for I am your God. I will strengthen you and help you; I will uphold you with my righteous right hand." (Isaiah 41:10) So many times we give us just before the victory.

Florence Chadwick was the greatest American female swimmer of all time. At age 10 she swam the San Diego Bay Channel, the first child to do so. At age 32 she broke Gertrude Ederle's 24-year record for English Channel swims by women. She covered the 20 miles from France to England in 13 hours and 20 minutes.

Later she decided to swim the 21 miles Catalina Channel off Long Beach, California. It was a cold and foggy morning, but she decided to go for it. She entered the numbing waters and began swimming, even though they could not see far in front of her. She swam the choppy channel water with her coach en-

couraging her from a near by boat. After almost 20 hours of swimming Chadwick finally said, "Pull me in. I can't go any further." Her coach told her not to give up. She was very near the Catalina beach. But she said she couldn't go any further and wanted to quit. Reluctantly her coach pulled her numbed body into the boat. As the fog lifted they found that she was only thirty minutes from the shore. When reporters asked her why she quit, she answered, "I could not see the shore because of the fog. If I had known I was so close to the end I would have kept going."

There are times when we get exhausted and can't see the victory because of the fog of confusion and uncertainty. We need to remember that the solution will be found tomorrow, that winning idea will come to those who plod along and never stop but preserve and trust God for the strength to carry on.

I wonder how often we stop just a short distance before of what God has for us when we trust Him.

Remembering Chaplain Arnold

By Lt. Col David Fulton

190th ARW Chaplain

The Chaplain Service is a unique aspect of the United States military. The purpose of the Chaplain Service is to provide for the free exercise of religion within the military.

I have been privileged to serve as a chaplain in the 190th ARW for the past six years. The first two years of my service were under the leadership of Wing Chaplain Les Arnold. In January of 2004 Les Arnold died. Les had been the Wing Chaplain at the 190th for 16 years before he retired in 2000.

The Air Guard career of Chaplain

Arnold closely parallels the recent history of the 190th. As one of the first to set foot in Saudi Arabia during Operation Desert Storm he was everywhere present to bring folk a good word in that intense environment of waiting and war. He traveled with our Security Forces to Atlanta for the Olympics where he got involved with crisis ministry after the bombing in the Olympic Village. Chaplain Arnold, in the words of Col. Rufus Forrest established the chaplain service at Forbes into a valued collaborative partnership rather than a good luck charm that hangs around a commander's neck.

I recently had an NCO refer to me as Chaplain Arnold. He apologized but I shared with him that it is a high honor to

be confused with such a man of integrity, a man who loved his country, loved the 190th and loved God with utmost integrity. All of us on the 190th Chaplain Service team are proud to have served with Les and are committed to keeping his values and passion for service alive and well at the 190th.

Together, we Kansas Coyote's, salute Les Arnold's memory, his service and his love for the Lord.



Enlisted Organizations working for you



Benefits that an employer has to offer have always been very important and as our world changes they are getting more and more important everyday. Ever wonder where your benefits get implemented?

I would like to bring to your attention to two professional organizations that every enlisted member should be aware of, and maintain a membership in. The Enlisted Association of the National Guard of the United States (EANGUS) and the Air Force Sergeants Association (AFSA) are organizations that on a daily basis are working hand in hand to protect our benefits and bring your voice to the decision makers on Capitol Hill.

Those pay raises, increases in housing allowances, tax credits, lowering the number of years a member must have served in a reserve component from 8 to 6 years to be eligible for a military retirement, education benefits

and scholarship programs for dependents. These are just a few of the issues that EANGUS and AFSA have taken to Capitol Hill, fought for, and won.

This past year registered lobbyists have constantly been on the Hill providing testimony and fighting for the rights and quality of life issues for all Air Force members and their families.

One very important issue EANGUS is pursuing presently is the decrease in ANG members retirement age from 60 to 55. It is very interesting to see how they are progressing with this and guess what? It is your benefit, so you can (and should) see how it is progressing. A weekly update of what really is going on up on the Hill, is accessible on the both the EANGUS and AFSA web sites.

Also very informative, are the various publications they distribute information through such as "The New Patriot" and "Sergeants" magazine.

As enlisted members we must be involved, not only for ourselves but for the future of the enlisted force. A strong active membership is the key to these association's abilities to meet the needs of its members.

Additionally, the strength of the membership is the key to its legislative success because on Capitol Hill there is strength in numbers

Membership enrollment is available on web sites, (<http://hometown.aol.com/eangks> or <http://www.afsahq.org/>) or our unit POC's **SMSgt Ivan Perez** ext. 4845 or (785) 861-4845.

Think about it, these are your organizations, they are your quality of life issues and your benefits, it is up to you to help protect them.



Intuit Inc. and the Intuit Financial Freedom Foundation are sponsoring the Intuit Tax Freedom Project SM, donating TurboTax for the Web SM services to active duty personnel, as long as they have a military W-2 in 2003. This means you can use this program, print your return and worksheets,

and e-file for free. This free service is also available for National Guard and Reserve members who have had some active duty in 2003. TurboTax for the web walks you through each step of the tax return, asking questions, and putting the information in the appropriate blocks of the tax form. To get this service for free, you have to access it as follows: go to www.taxfreedom.com click on the "start a return now" link, then click on either the "use turbotax EZ" or "use turbotax BASIC" link. You will then be prompted to create an account. This will allow you to exit

and reenter your tax return at any time (as long as you save it before exiting) If you want to be totally paperless, make sure you have last year's return available. You will be required to know your adjusted gross income from last year. Otherwise you will have to sign an additional form and send it in.



Portrait of an Airman

Senior Airman Ryan Sipes



ORGANIZATION: 190th Services Flight

JOB TITLE: Mobility trainer

MAIN RESPONSIBILITY: Making sure everyone within the Services Flight has all required equipment ready to go prior to any deployment. Teach classes on wartime contingencies.

CIVILIAN CAREER: Student at Washburn

EDUCATION: Freshman at Washburn

MILITARY EXPERIENCE: 3 level technical school. Completed 5 level training. Mortuary affairs training at McConnell AFB, presently enrolled in Airmen Leadership course. Security Forces Augmentee

Training.

GOALS AND AMBITIONS: To attend K-State and complete ROTC. Pilot training program, hopefully to become a pilot with the Active Duty Air Force.

HOBBIES AND ACTIVITIES: Playing the drums, auto racing, and working toward a private pilot license.

MOST MEMORABLE 190TH MOMENT: Deploying to Germany, Hawaii, and to Doha, Qatar.

ACHIEVEMENTS: Basic training ribbon, Air Force Comm., National Defense, Air Force Achievement. Certification on private pilots license by end of 2004.

People

Enlistments, Reenlistments, and Retirements

Extensions

SMSgt Dennis Graves
MSgt Raymond Lisher
MSgt Mark Sweeney
MSgt Grayling Vine
SSgt Lori Denk
SRA Michael Hummer

Retirements

Lt. Col Kyle B. Lewis
Maj Rick Jellison
CMS David C. Purling
CMS Steven D. Stucky
SMSgt John N. Dailey
SMSgt Edward J. Williams
MSgt Karen A. Green

Enlistments

Col Tod Bunting
Col Martin E. Sellberg
MSgt Troy S. Kyle
SSgt Juana M. Hernandez
SSgt Neal M. Jensen
SSgt Rebecca A. Nowicki
SRA Andrew S. Crews
SRA Daniel Davies
SRA Shane K. Lind
A1C Deborah M. Grisby
A1C Blake Moulden
A1C Christopher Sabes
A1C Anthony Schneider
A1C Cale R. Yost

Unit News / Vacancies

Services - 3M051

Qualifications: General Score: 30

Tech School: Lackland AFB, TX (6 wks 1 day)

Description: Manages and directs services programs, operations, and retail operations. Supervises and works in appropriated fund (APF) food service activities; lodging activities; recreation, fitness, and sports programs; linen exchange operations; mortuary affairs programs; honor guard teams; and services readiness programs. Operates and supervises automated information management systems.



Immunizations are now available in four locations across the base and no longer available in the Clinic.

1. Ops/Security- Ops Planning room 0830-0930
3. Civil Engineering classroom 1230-1330

2. MPF breakroom 0945-1045
4. Bay 2 Hanger 662 1345-1445

~ For more information call the Medical Hotline at Ext. 4425 ~



Promotions

AMN

Justina Call, OPS

A1C

Charles R. Sherman, AGS

SrA

Edgar A. Aldrine, AGS

Eric D. Long, Maint.

Jake R. Meyer, Comm Flt.

Adam W. Rees, Maint.

Elijah A. Roberts, Comm Flt.



SSG

Thayne M. Heusi, AGS

Collin M. Kelley, 127 Wea Flt.

Kathy J. Wessel, Services Flt.



TSG

Ron A. Rindt, AGS

MSgt

Stanley J. Wilch, Maint.



Reserve Your Seat At the 2004 Dining Out



**Saturday
March 6, 2004
1800 - 2400**

Topeka Capitol Plaza Hotel
1717 SW Topeka Blvd.
Sunflower Room

Ticket prices

Amn \$15.00
SSgt-TSgt \$20.00
Senior NCO \$25.00
Officers \$30.00

Ticket Point of contacts are:

MSgt Bill Gilliland
TSgt Terry Spangler
SSgt Eric Tinscher
SSgt Jorge Arvelo
SSgt Jason Murphy
SrA Jacob King
SrA Erin Rarden
A1C Justina Call
A1C Demorris Glasper
SrA Pete Tavares



COMMANDER'S CALL

There will be a
Wing
Commander's
Call on Saturday
March 6 at 0800
in Hanger 662

Coyote Cafe Menu

Saturday March 6

Breaded fish patties
Beef Stroganoff
Mashed Potatoes
Beef gravy
Peas
Carrots
Dinner Rolls

Short Line

Hamburgers
Low Fat Veggie Pizza
Fries

Sunday March 7

Meat Lasagna
Low Fat Spinach Lasagna
Green Beans
Broccoli/ Cauliflower
Garlic Bread

Short Line

Corn Dogs
BBQ Rib Sandwich
Fries

Hotel for March Capital Plaza

Chapel Hours

Protestant: 0800 - 0830

Latter Day Saints: 1100-1130

Catholic: 1345 - 1415

The Chaplain's Office is
located on the 3rd floor
of Hanger 662.

Parachute Shop

Uniform Patch Sewing
Bldg. 665 West Side Entrance
Business Hours
(drop-off or pickup)
Tuesday and Thursday
1400-1600 Hrs.
UTA Saturday and Sunday
1400-1600 Hrs.

~ DINING OUT RULES OF ENGAGEMENT ~

Everyone attending the 190th Dining Out on March 6, 2004 can look forward to a very enjoyable evening. Should, by some unfortunate circumstance, an infraction of the "Rules of The Mess" happen to be violated, here are some helpful hints to make your voyage to the Grog a bit more pleasant.

Upon direction from the President, members of the Mess who have violated any of the rules of the Mess must complete the following:

1. Post themselves in front of the Grog Bowl facing the head table and then salute the head table.
2. Do an about face, grab a cup, and fill to the level of prescribed punishment with Grog.
3. Do another about face, raise cup and toast "TO THE MESS," then drink the entire contents.
4. Then turn the cup upside-down above your head in full view of the Mess.
5. Do an about face and return the cup to the table.
6. Do another about face, salute the head table and return in silence to your seat.

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THE COYOTE LOG
190TH ARW
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